

Gazette of the United States.

A NATIONAL PAPER, PUBLISHED WEDNESDAYS AND SATURDAYS BY JOHN FENNO, No. 69, HIGH-STREET, PHILADELPHIA.

[No. 35, of Vol. IV.]

SATURDAY, SEPTEMBER 29, 1792.

[Whole No. 357.]

General Post-Office.

PHILADELPHIA, Sept. 10, 1792.

PROPOSALS will be received at this Office until the fifteenth day of November next, inclusively, for carrying the Mails of the United States on the following Post Roads, from the first day of January next, until the first day of June, 1794.

In MASSACHUSETTS and NEW-HAMPSHIRE.
1. From *Wiscasset* to *Portland* in the district of *Maine*: The mail to leave *Wiscasset* every Tuesday by six o'clock in the morning, and arrive at *Portland* the next day by one in the afternoon:—Returning, to leave *Portland* every Thursday by six in the morning, and arrive at *Wiscasset* the next day by one in the afternoon.

2. From *Portland* to *Portsmouth*: The mail to leave *Portland* every Monday and Thursday by six o'clock in the morning, and arrive at *Portsmouth* every Tuesday and Friday by ten in the forenoon:—Returning, to leave *Portsmouth* every Tuesday and Friday at one in the afternoon, and arrive at *Portland* on Wednesday and Saturday by six in the evening.

3. From *Portsmouth* to *Boston*: From November first to May first, the mail to leave *Portsmouth* every Tuesday and Friday, at two o'clock in the afternoon, and arrive at *Boston* on Wednesday and Saturday by six in the evening:—Returning, to leave *Boston* every Monday and Thursday, by six in the morning, and arrive at *Portsmouth* on Tuesday and Friday by ten in the forenoon:—And from May first to November first, the mail to leave *Portsmouth* every Tuesday, Thursday and Saturday, by four in the morning, and arrive at *Boston* the same days by six in the evening:—Returning, to leave *Boston* every Monday, Wednesday and Friday, by four in the morning, and arrive at *Portsmouth* the same days by six in the evening.

In MASSACHUSETTS, CONNECTICUT and NEW-YORK.

4. From *Boston*, by *Worcester*, *Springfield*, *Hartford*, *Middletown*, and *New-York* to *New-York*: From November first to May first, the mail to leave *Boston* every Monday and Thursday, at one o'clock in the afternoon; and arrive at *New-York* every Saturday and Wednesday (the sixth day from its departure) by ten in the forenoon: Returning, to leave *New-York* every Monday and Thursday, at one o'clock in the afternoon, and arrive at *Boston* every Saturday and Wednesday, by ten in the forenoon: And from May first to November first, the mail to leave *Boston* every Monday, Wednesday and Friday, by three o'clock in the morning, and arrive at *New-York* every Thursday, Saturday and Tuesday (the fourth day from its departure) by eleven in the forenoon: Returning, to leave *New-York* every Monday, Wednesday and Friday, by one o'clock in the afternoon, and arrive at *Boston* every Thursday, Saturday and Tuesday, by six in the evening.

In NEW-YORK, NEW-JERSEY and PENNSYLVANIA.

5. Between *New-York*, (by *Newark* and *Elizabethtown*) and *Philadelphia*, every day in the week, Sunday excepted: The mails to leave *New-York* at noon, and *Philadelphia* at one o'clock in the afternoon; and arrive at *Philadelphia* and *New-York* respectively, the next day after their departure, by ten in the forenoon; excepting the mails of Saturday, which are to arrive at the same hour on Monday.

In PENNSYLVANIA and MARYLAND.

6. From *Philadelphia* to *Baltimore*: The mail to leave *Philadelphia* every Monday, Wednesday and Friday, at noon, and arrive at *Baltimore* each succeeding day by noon: Returning, to leave *Baltimore* every Monday, Wednesday and Friday, by four o'clock in the morning, and arrive at *Philadelphia* each succeeding day by eleven in the forenoon.

7. From *Baltimore* to *Alexandria*: The mail to leave *Baltimore* every Tuesday, Thursday and Saturday, at one o'clock in the afternoon, and arrive at *Alexandria* each succeeding day by eight in the morning: Returning, to leave *Alexandria* every Monday, Wednesday and Friday by four o'clock in the afternoon, and arrive at *Baltimore* on Tuesday, Thursday and Saturday by ten in the forenoon.

In VIRGINIA.

8. From *Alexandria* to *Richmond*, *Petersburg*, *Suffolk* and *Portsmouth*: The mail to leave *Alexandria* every Monday, Wednesday and Friday, at nine o'clock in the morning, and arrive at *Richmond* every Tuesday, Thursday and Saturday, by six in the evening; at *Petersburg*, every Wednesday, Friday and Monday at ten in the forenoon; at *Suffolk* every Thursday, Saturday and Tuesday by six in the afternoon; and at *Portsmouth* every Friday, Monday and Wednesday, by ten in the forenoon: Returning, to leave *Portsmouth* the same Friday, Monday and Wednesday, at one o'clock in the afternoon, and arrive at *Suffolk* the same days by seven in the evening; and at *Petersburg* the next Monday, Wednesday and Friday by eleven in the forenoon; leave *Petersburg* the same days at two in the afternoon, and arrive at *Richmond* the same days by six in the evening: leave *Richmond* on Tuesday, Thursday and Saturday, by four in the morning, and arrive at *Alexandria* the next Wednesday, Friday and Monday, by three in the afternoon.

9. From *Richmond*, by *Williamsburg*, *York-Town* and *Hampton*, to *Norfolk*: The mail to leave *Richmond* every Monday, Wednesday and Friday, by four o'clock in the morning, and arrive at *Norfolk* on each succeeding day, by five in the afternoon: Returning, to leave *Norfolk* every Wednesday, Friday and Monday, by six in the morning, and arrive at *Richmond* each succeeding day, by six in the evening.

In VIRGINIA and NORTH-CAROLINA.

10. From *Petersburg*, by *Halifax*, *Tarborough* and *Smithfield*, to *Fayetteville*: The mail to leave *Petersburg* every Friday, at one o'clock in the afternoon, and arrive at *Fayetteville* the next Monday, by eight in the evening: Returning, to leave *Fayetteville* every Tuesday, by four in the morning, and arrive at *Petersburg* the next Friday, by eleven in the forenoon.

In NORTH and SOUTH CAROLINA and GEORGIA.

11. From *Fayetteville*, by *Cheraw*, *Court-House*, *Camden*, *Columbia* and *Cambridge*, to *Augusta*: The mail to leave *Fayetteville* every Tuesday, by four in the morning, reach *Camden* the next day by five in the afternoon, and arrive at *Augusta* the next Saturday by noon: Returning, to leave *Augusta* every Thursday, at five in the morning, arrive at *Camden* the next Sunday by five in the morning, and at *Fayetteville* the next Monday, by eight in the evening.

12. From *Augusta* to *Savannah*: The mail to leave *Augusta* every Saturday, at one o'clock in the afternoon, and arrive at *Savannah* the next Monday morning by ten: Returning, to leave *Savannah* every Monday, at two o'clock in the afternoon, and arrive at *Augusta* the next Wednesday, by five in the afternoon.

13. From *Camden* to *Stateburg*: The mail to leave *Camden* every Thursday by four in the morning, and arrive at *Stateburg* by eight: Returning, to leave *Stateburg* every Saturday, at two in the afternoon, and arrive at *Camden* by six.

In MASSACHUSETTS, RHODE-ISLAND and CONNECTICUT.

14. From *Boston* to *Providence*: The mail to leave *Boston* every Monday and Thursday, by six in the morning, and arrive the same days at *Providence*, by five in the afternoon: Returning, to leave *Providence* every Wednesday and Saturday, by six in the morning, and arrive the same days at *Boston*, by five in the afternoon.

Persons offering proposals for this contract, are desired also to state the terms on which they will carry the mail between *Boston* and *Providence*, three times a week, and every day in the week (Sunday excepted) in case a stage waggon should run so often between those two places.

15. From *Providence*, by *Norwich*, to *Hartford*: The mail to leave *Providence* every Tuesday and Friday, by six o'clock in the morning, and arrive at *Norwich* the same days, and at *Hartford* on Wednesday and Saturday, by five in the afternoon: Returning, to leave *Hartford* every Monday and Thursday, at seven in the morning, arrive at *Norwich* the same days, and at *Providence* on Tuesday and Friday, by five in the afternoon.

Persons offering proposals for this contract, are desired to state the terms on which they will carry the mail between *Providence* and *Hartford* three times a week, if a stage waggon should run so often between those two places.

16. From *New-London* to *Newport*, thence by *Bristol* and *Warren* to *Providence*, thence by *Greenwich* to *Newport*, and from *Newport* to *New-London*: The mail to leave *New-London* every Tuesday, at two in the afternoon, and arrive at *Newport* the next day by six in the evening; leave *Newport* every Friday at eight in the morning, and arrive at *Providence* the same day by six in the evening; leave *Providence* on Saturday at eight in the morning, and passing through *Greenwich*, arrive at *Newport* the same day by six in the evening; leave *Newport* the next Monday at eight in the morning, and arrive at *New-London* the next day by ten in the forenoon.

17. From *New-Haven* to *New-London*: The mail to leave *New-Haven* every Monday, at eight in the morning, and arrive at *New-London* every Tuesday by ten in the forenoon:—Returning, to leave *New-London* every Tuesday at two o'clock in the afternoon, and arrive at *New-Haven* every Wednesday afternoon by six.

18. From *Middletown* to *New-London*: The mail to leave *Middletown*, from November first to May first, every Thursday morning, and from May to November, every Friday morning, by eight o'clock; and arrive at *New-London* by six in the evening of the day of its departure: Returning, to leave *New-London* each next succeeding day by eight in the morning, and arrive at *Middletown* by six in the evening.

In NEW-YORK.

19. Between the city of *New-York* (by *King-bridge*, *Poughkeepsie*, and the city of *Hudson*) and *Albany*: The carriers, with the mails, to leave *New-York* and *Albany* every Monday and Thursday, by four in the morning, meet, and return to each place on Wednesday and Saturday, by six in the evening.

In PENNSYLVANIA.

20. From *Philadelphia*, by *Lancaster*, *York-town*, *Carlisle*, *Shippensburg*, *Chambersburg*, *Bedford* and *Greensburg* to *Pittsburg*: The mail to leave *Philadelphia* every Saturday at noon, and arrive at *Pittsburg* the next Friday by noon; remain there not less than four, nor more than six hours, and return to *Philadelphia* the following Friday by noon.

In the State of DELAWARE.

21. From *Wilmington*, by *New-Castle*, *Cantwell's Bridge*, and *Duck Creek*, to *Dover*: The mail to leave *Wilmington* every Monday afternoon, by five o'clock (or as soon as the mail from *Philadelphia* is received) and arrive at *Dover* by five in the evening of Tuesday: Returning, to leave *Dover* every Wednesday morning by five o'clock, and arrive at *Wilmington* by seven in the evening of the same day.

In DELAWARE and MARYLAND.

22. From *Christiana Bridge*, by *Middletown*, *Warwick* and *George-town Cross-Roads*, to *Cherter-town*, and thence to *Easton*: The mail to leave *Christiana Bridge* every Monday afternoon, by six o'clock (or as soon as the mail from *Phila-*

delphia is received) and arrive at *Easton* by six in the evening of Tuesday: Returning, to leave *Easton* every Wednesday morning by five o'clock, and arrive at *Christiana Bridge* in the evening of the same day, by eight o'clock.

Persons offering proposals for carrying this mail, are desired to state the terms on which they will carry it from May first to November first, by leaving *Philadelphia* every Monday at half past nine, A. M. and reaching *Easton* the next day by four, P. M.—and returning, leave *Easton* every Wednesday by four, A. M. and arrive at *Philadelphia* the next day by noon: And perform the same tour, during the other half of the year, between half past nine o'clock of every Monday, and noon of the next Saturday. And also their terms for carrying an additional mail between *Philadelphia* and *Chertertown*, leaving *Philadelphia* every Wednesday and Friday at half past nine, A. M. and returning the fourth day after by noon.

23. From *Baltimore* to *Annapolis*: The mail to leave *Baltimore* every Monday and Friday, at eight in the morning, and arrive at *Annapolis* the same days by five in the afternoon: Returning, to leave *Annapolis* every Tuesday and Saturday by eight in the morning, and arrive at *Baltimore* the same days by five in the afternoon.

In VIRGINIA and NORTH-CAROLINA.

24. From *Suffolk*, by *Edenton*, *Plymouth*, *Washington* and *Newbern*, to *Wilmington*: The mail to leave *Suffolk* every Wednesday at four o'clock in the morning, and arrive at *Wilmington* the next Saturday, by six in the evening: Returning, to leave *Wilmington* every Monday by four in the morning, and arrive at *Suffolk* the next Thursday by six in the evening.

In NORTH-CAROLINA.

25. From *Halifax* by *Blountsville*, *Williamstown*, and *Daleys*, to *Plymouth*, once in two weeks:—The mail to leave *Halifax* every other Monday by five o'clock in the morning, and arrive at *Plymouth* the next day by six in the evening: Returning, to leave *Plymouth* the next Thursday by five in the morning, and arrive at *Halifax* on Friday by five in the evening.

26. From *Wilmington* to *Fayetteville*: The mail to leave *Wilmington* every Sunday, at four in the morning, and arrive the next day at *Fayetteville* by five in the afternoon: Returning, leave *Fayetteville* every Tuesday, by four in the morning, and arrive at *Wilmington* the next day by five in the afternoon.

Note 1. If during the continuance of the contracts here proposed, any other times of arrival and departure of the mails should become necessary, to preserve a proper connection with other mails, the contractors are to conform to any arrangement which for that purpose shall be made by the Post-Master General, such arrangement not lessening the number of hours above allowed for carrying the mails respectively, without their consent.

2. A convenient time not less than ten minutes, nor exceeding half an hour, for opening and closing a mail is to be allowed at each Post-Office, at which the time of its arrival and departure is not herein specified.

3. For every half hour's delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the contractor to forfeit one dollar; and for the non-performance of a trip, double the sum which the value of one trip shall bear to the value of the whole number of trips to be performed.

4. The mail may be carried on any of the post roads herein described, either in stage waggons or on horses: but when the state of the roads prevents travelling in waggons with the necessary expedition, the mails are to be carried on horses.—Every mail-stage must have in it a box in which the mail is invariably to be carried, under lock and key.

5. News-papers, as well as letters, are to be sent in the mails: and if any contractor would wish to be authorized to carry news-papers, other than those conveyed in the mail (agreeably to the 22d section of the post-office law) he must, in his proposals, state the respective sums for which he will carry the mails with and without the emoluments which may arise from such separate carriage of news-papers.

NEW POST ROADS,

In NEW-YORK, MASSACHUSETTS & VERMONT.

An extension of the Post roads having been desired, from *Connoyoharriette* to *Whites-town*, and thence to *Kanandaigua*, in the state of *New-York*; from *Stockbridge* to *Bennington*, in the states of *Massachusetts* and *Vermont*; and from *Rutland* to *Windsor*, and *Rutland* to *Fairhaven*, in *Vermont*: Proposals for carrying mails on those routes, (at the expense of the contractors) will be received at the General Post-Office, until the fifteenth day of November next inclusively.—Persons offering such proposals, must state the days and hours when they will receive and deliver the mails at each place here mentioned, and the length of time (which cannot exceed eight years) for which they will contract.

The contractors, respectively, will have the exclusive privilege of carrying letters and packets on these roads, for hire; and be authorized to receive, to their own use, all the postages which shall arise on letters, packets and newspapers by them carried, at the rates established by law: but must carry, free of postage, such letters and packets as by law are, or shall be declared free.

For every hour's delay (unavoidable accidents excepted) in delivering a mail, after the time agreed on, the contractor to forfeit one dollar; and for the non-performance of a trip, one dollar for every ten miles distance, as far as the failure extends.

The persons whom the contractors shall designate for Postmasters, on these routes,—previous to their acting as such, must be approved by the Post-

Master General, and take the oaths required by law. They are to agree for their compensations with the contractors, to whom alone they are to account for all the postages they shall receive. The same oaths must be taken by the contractors and their riders who carry the mails.

TIMOTHY PICKERING,
POST-MASTER-GENERAL.

FROM THE AMERICAN DAILY ADVERTISER

(CONCLUDED.)

Paris, May 3, 1788.

“WHILE there, (meaning Amsterdam) I endeavored to get as well as I could into the state of national credit there; for although I am an enemy to using our credit, but under absolute necessity, yet the possessing a good credit I consider as indispensable in the present system of carrying on war. The existence of a nation having no credit, is always precarious.”

Paris, July 31, 1788.

“I sincerely rejoice at the acceptance of our new constitution by nine states. It is a good canvass on which some strokes only want retouching. What these are, I think are sufficiently manifested by the general voice from north to south, which calls for a bill of rights. It seems pretty generally understood that this should go to juries, habeas corpus, standing armies, printing, religion, and monopolies. I conceive there may be difficulty, in finding general modifications of these, suited to the habits of all the states. But if such cannot be found, then it is better to establish trials by jury, the right of habeas corpus, freedom of the press and freedom of religion, in all cases, and to abolish standing armies in time of peace, and monopolies in all cases, than not do it in any. The few cases wherein these things may do evil, cannot be weighed against the multitude wherein the want of them will do evil. In disputes between a foreigner and a native, a trial by jury may be improper; but if this exception cannot be agreed to, the remedy will be to model the jury by giving the *medietas linguæ* in civil, as well as criminal cases. Why suspend the habeas corpus in insurrections and rebellions? The parties who may be arrested, may be charged instantly with a well defined crime: of course the judge will remand them; if the public safety requires that the government should have a man imprisoned on less probable testimony, in those than in other emergencies, let him be taken and tried, retaken and retried, while the necessity continues, only giving him redress against the government for damages. Examine the history of England, see how few cases of the suspension of the habeas corpus law have been worthy of that suspension. They have been either treasons, wherein the parties might justly be held in prison, or some petty crimes, which it was shameful they should ever have been suspended. Yet for the few cases, where suspension of the habeas corpus has done good, that operation is now become baneful, and the minds of the nation almost perpetually live under its constant suspension. A declaration that the federal government will never suspend the presses from printing any thing that may please, will not take away the liability of the printers for false facts printed. The declaration that religious faith shall be unpunished, does not give impunity to criminal acts dictated by religious error. The saying there shall be no monopolies, lessens the incitements to ingenuity, which is spurred on by the hope of a monopoly for a limited time, as of 14 years: but the benefit, even of limited monopolies, is too doubtful to be opposed to that of their general suspension. If no check can be found to keep the number of standing troops within safe bounds, while they are tolerated as far as necessary, abandon them altogether; discipline will the militia, and guard the magazines with them. More than magazine guards will be useless if few, and dangerous if many. No European nation can ever send against us such a regular army as we need fear, and it is hard if our militia are not equal to those of Canada or Florida. My idea then is, that tho' proper exceptions to these general rules are desirable, and probably practicable, yet if the exceptions cannot be agreed on, the establishment of the rules in all cases will do ill in very few. I hope therefore a bill of rights will be formed to guard the people against the federal government, as they are already guarded against their state governments in most instances. The abandoning the principle of necessary rotation in the senate has, I feel, been disapproved by many; in the case of the president by none. I readily therefore suppose my opinion wrong when opposed by the majority, as in the former instance, and the totality in the latter. In this, however, I should have done it with more complete satisfaction, had we all judged from the same position.”

Paris, Nov. 18, 1788.

“As to the bill of rights however I still think it should be added, and I am glad to see that three states have at length considered the perpetual re-eligibility of the president, as an article which should be amended. I should be glad with you indeed the meeting of the convention. I hope they will adopt 4th page. ment by congress and the case I should not fear a